

## ROUTING

**S E C R E T**

**PRIORITY**

FROM

EG

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SP/1915

1. USING J-57 ENGINE, PRICE TO REPAIR AIRCRAFT IS \$92,000, PLUS \$25,000 PARTS TO BE WITHDRAWN FROM DEPOT SPARES. SLIPPER TANKS NOT HERE IF NEW SET IS REQUIRED, ADD \$14,000. TOTAL PRICE, INCLUDING USE OF YOUR DEPOT SPARES AND NEW TANKS, IS \$131,000.
2. TO CONVERT TO J-75 DURING REPAIR, PRICE IS \$162,000 ADDITIONAL, PLUS \$12,000 ADDED DEPOT SPARES, FOR TOTAL PRICE, INCLUDING NEW SLIPPER TANKS, OF \$305,000.
3. TO CONVERT ANOTHER FLYABLE J-57 AIRCRAFT TO J-75 TYPE DURING REPAIR OF 349, THE PRICE IS \$178,000, PLUS \$25,000 OF YOUR DEPOT SPARES FOR A TOTAL OF \$203,000.
4. AFTER DRAWING ABOVE SPARES FROM DEPOT, I WOULD RECOMMEND PROGRAM OF SPARE REPLACEMENT REVISED TO CONSIDER 7 OPERATIONAL J-75 TYPES AMOUNTING TO ABOUT \$75,000 TO INSURE FUTURE OPERATING CAPABILITY.
5. TOTAL FOR ABOVE PROGRAMS IS \$583,000, OF WHICH \$62,000 IS FROM

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YOUR EXISTING SPARES SUPPLY.

6. SCHEDULE FOR REPAIR OF 349:

A. FIFTEEN WEEKS TO REDELIVERY AS A J-57 TYPE.

B. FOUR MONTHS TO REDELIVERY AS A J-75 CONVERSION.

C. FIVE MONTHS FOR A SECOND J-75 CONVERSION (ITEM 3).

7. 349 IS A REAL MESS. MUST BE REWIRED AS WELL AS FUMIGATED.

END OF MESSAGE